APPENDIX I

NOISE BACKGROUND INFORMATION

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ENVIRONMENTAL SETTING

EXISTING NOISE ENVIRONMENT

Ambient noise levels in the Playa del Rey (PDR) project area are principally affected by traffic on local streets and aircraft overflights associated with operations at Los Angeles International Airport (LAX). The only major roadway in this neighborhood is Manchester Avenue, which supports a strip of commercial businesses in the southeastern portion of the project area. The intersection of Manchester Avenue and Falmouth Avenue in PDR lies approximately 0.75 miles northwest of the northernmost runway at LAX. Santa Monica Municipal Airport lies about three miles north of Manchester Avenue. Operations at this airport do not affect noise levels in the project area.

Aircraft overflights associated with LAX operations also affect ambient noise levels in the Marina del Rey (MDR) lots. The two lots, located at the intersection of Union Jack Street and Speedway Avenue, lie approximately two miles northwest of the northernmost runway of LAX. Santa Monica Municipal Airport lies about three miles northeast of the Union Jack Street and Speedway Avenue intersection. As in PDR, operations at this airport do not affect noise levels in the project area. Unlike Playa de Rey, no major roadways run through MDR project area. However, ambient noise levels in MDR are likely to be affected by sounds of the surf, as these lots are located directly on the Venice Beach strip.

The 1992 Draft Environmental Impact Report (DEIR) for the Master Plan Project for Playa Vista determined existing noise levels in the project area by modeling conditions at 23 locations within PDR and surrounding communities. Field measurements of traffic and stationary source noise levels were compiled to verify the accuracy of the modeling results. The identification of existing noise levels was based on modeling results and field measurements. Several of the modeled locations are within the project area (Chambers, 2000).

Community Noise Equivalent Level (CNEL) at the six receptor locations within the project area ranged from a low of 51 dBA at the Loyola Marymount University Church to a high of 73 dBA in the vicinity of the Church and YMCA facilities along Sepulveda Boulevard at 80th Street. Noise levels between 64 and 71 dBA characterize most receptor locations.

According to noise contours in the City of Los Angeles General Plan Noise Element, the southernmost areas of the PDR area along Manchester Avenue are very close to the 65 dB CNEL contour for Los Angeles International Airport.

SENSITIVE RECEPTORS

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication; physiological and psychological stress; and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hospitals, and nursing homes are considered to be the most sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive.

The 36 project lots are primarily located within residential areas. Hence single family homes or apartments abut most of the project lots with the exception of Cluster 5 which is located adjacent to commercial uses.

REGULATORY SETTING

If the owner(s) of the surface rights develops the lots in the future, all development would be subject to regulations, plans and policies developed by the State of California, the City of Los Angeles and the Los Angeles County Airport land Use Commission (ALUC) to limit noise exposure at noise-sensitive land uses. These include Title 24 of the *California Code of Regulations* (for new multifamily residential developments), the Los Angeles General Plan Noise Element, the Los Angeles Municipal Code (Chapter XI- Noise Regulation), and the Los Angels Airport Land Use Plan (ALUP).

TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS

State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards and are found in *California Code of Regulations*, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than DNL 60 dBA, require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment. Title 24 standards are enforced through the building permit application process in Los Angeles, as in most jurisdictions.

CITY OF LOS ANGELES GENERAL PLAN NOISE ELEMENT

The City's General Plan Noise Element acts as the policy document that outlines guidelines for noise/land use compatibility for development and planning purposes. The Noise Element of the General Plan identifies compatible noise environments for different types of land uses in the City. Table I-1 contains

TABLE I-1
GUIDELINES FOR NOISE COMPATIBLE LAND USE

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)		
	Acceptable[a]	Conditionally Acceptable[b]	Unacceptable[c]
Residential	Up to 55	Up to 70	Above 70
Transient Lodging, Hotel, Motel	Up to 55	Up to 70	Above 70
School, Library, Church, Hospital, Nursing Home	Up to 55	Up to 75	Above 75
Playgrounds, Neighborhood Parks	Up to 65	Up to 75	Above 75
Office Buildings, Business, Commercial, Professional	Up to 65	Up to 75	Above 75

a Specified land use is satisfactory. No noise mitigation measures are required.
b Use should be permitted only after careful study and inclusion of protective measures as needed for intended use and to satisfy policies of the Noise Element.
c Development is not feasible in accordance with the Noise Element. Use is prohibited.

SOURCE: Los Angeles Department of City Planning, Noise Element of the Los Angeles City General Plan, Feb 3, 1999

the noise/land use compatibility guidelines for those types of land uses proposed as part of the project and the existing land uses that could be affected by project-related noise. These guidelines are to be used when evaluating the noise impacts of a proposed project.

The Noise Element establishes specific programs and policies for airport, non-airport and land use development projects. Applicable policies include the following:

- For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures. (P-11)

- Continue to plan, design and construct or oversee construction of public projects, and projects on city owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels. (P-13)

- Use, as appropriate, the "Guidelines for Noise Compatible Land Use" shown in Table I-1 or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes. (P-16)

LOS ANGELES MUNICIPAL CODE NOISE REGULATIONS

The City of Los Angeles has numerous noise ordinances and enforcement practices that apply to intrusive noise and that guide new construction. The City's comprehensive noise ordinance (LAMC Section 111 et seq.) establishes sound measurement and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses (radios, television sets, vehicle repairs and amplified equipment, etc.), hours of operation for certain uses (construction activity, rubbish collection, etc.), standards for determining a disturbance of the peace, and legal remedies for violations. Its ambient noise standards are consistent with current state and federal noise standards. The standards guide building construction, equipment installation, equipment maintenance, and nuisance noise enforcement.

The project is located within the City and County of Los Angeles and is subject to the General Plan and noise ordinances incorporated therein. Section 41.40 of the Los Angeles Municipal Code indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. of the following day on any weekday, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent hotel dwellings or apartments or other places of residence. No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling, shall perform any construction or repair work of any kind before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday.

Section 112.05 of the Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery shall be prohibited. However, the above noise limitation shall not apply where compliance is technically infeasible. Technically infeasible shall mean that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

The City's Noise Ordinance also sets limits for noise levels generated by primary noise sources in an urban environment such as radios, televisions and other devices, air conditioning and heating equipment, construction noise, vehicular noise, noise from garbage collection trucks, noise from places of public entertainment, and other general noise.

Under Section 112.02, noise from air conditioning, refrigeration, and heating equipment would be considered excessive if it would cause the ambient noise level on the premises of an adjacent occupied property to increase by more than five decibels.

Mobile sources of noise are exempt from local ordinances but are still subject to CEQA review and would be significant if the project generates a volume of traffic that would result in a substantial increase in mobile-source generated noise. Because most people can readily hear a change of 5 dBA in an exterior environment, this value was established for the project as the CEQA criterion for substantial change.